

"THE BEST" ANTISEPTIC OINTMENT.
CALVERT'S
DARBOLO TOOTH POWDER,
Hold in Oil, 1/4, & 1/2 OZ.
Once used, always used.—Eight Salts
of your Dentist.
P. C. CALVERT & CO., Manchester.
Awarded by Prince MACHADO DE SOUSA
for the superior excellence of their
Cosmetic Preparations.

VOL. XLVIII. NO. 9202.

號十三月七日二十九百八千一英

HONGKONG, SATURDAY, JULY 30, 1892.

日初月六國年壬

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALDAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GORGE STREET & CO., 30, Cornhill. GORGE & GORGE, Ludgate Circus, E. C. BATES HENRY & CO., 37, Walbrook, E. C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W. M. WILDE, 10, Cornhill, E. C. ROBERT WATSON, 59, Fleet Street, E. C.

PARIS AND EUROPE.—AMEDEE PAINOT, 38, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO and AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

JOYCE.—W. M. SMITH & CO., THE ASPIRINERG CO., Colombo.

SINGAPORE, STRAITS, &c.—SATY & CO., Square, Singapore. C. HEINZEN.

CHINA.—Messer A. A. DAUBRE, Amoy, N. MOALIN & CO., LIMITED, Foochow.

HEDD & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

BALKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$10,000,000.
Reserve Fund \$6,300,000.
Reserve Liability of \$10,000,000.
Profits.....

COURT OF DIRECTORS:—
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O. J. Holliday, Esq.
Carl Janzen, Esq.
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LONDON BANKERS—LONDON AND COUNTY BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance up to \$200,000.

On Fixed Deposits.—

For 6 months 3 1/2 per cent. per annum.

12 " 4 " up to \$200,000.

12 " 4 " on sums in excess of \$200,000.

HONGKONG—INTEREST CHARGED.

6% on LOANS against Shares with full margin.

6% on Advances against Goods in neutral godowns.

7% on Current Account Overdrafts.

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THE CHINA MAIL.

No. 9202.—JULY 30, 1892.

To Let.

TO LET.

TUSCULUM, MAGAZINE GARDEN.
Nos. 2, 4 and 10, SEVENOAK TERRACE.
No. 6, QUEEN'S ROAD CENTRAL (now in the occupation of Mr. A. T. ATACK).
BENFILA, a large TEN-ROOMED HOUSE in ROBINSON ROAD, with a splendid Tennis Court.
No. 4, PEDDER'S HILL.
Apply to
DAVID SASSOON, SONS & CO.
Hongkong, July 4, 1892. 325

TO LET.

NO. 16, KNUTSON'S ROAD, TERRACE, Kowloon.—End House.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, July 19, 1892. 316

TO LET.

NO. 4, BLUE BUILDINGS.
FIRST FLOOR, NO. 1, BLUE BUILDINGS, OFFICES—2nd Floor, Praya Central (lately occupied by Messrs. DUNN, MELVILLE & CO.).
GODOWN (under Messrs. DOUGLAS LIAHAN & CO.'s Lease).
GODOWN, NO. 11, BLUE BUILDINGS, SEMI-DETACHED HOUSES, at MAGAZINE GARDEN.
No. 2 and 2a, STANTON STREET (corner of the Old Bailey).
No. 10, OLD BAILEY.
No. 8, WYNDHAM STREET (Newly Built HOUSES at lower end of GLENALY).
LARKSPUR, RICHMOND ROAD, Furniture or Unfurnished.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, July 10, 1892. 324

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

Carl Frederick, German ship, Capt. M. Beck.—Reuter, Breitmann & Co.

T. D. BISCHOFF, German ship, Capt. H. Meyer.—Melschers & Co.

To-day's Advertisements.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, BELGIUM.—TUESDAY, Aug. 30. OCEANIC.—TUESDAY, Sept. 20. GERMANY.—TUESDAY, Oct. 11.

THE Steamship *RELIGIO* will be dispatched for San Francisco, last Yokohama, on TUESDAY, 30th August, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE. From HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, Victoria, Esquimalt New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. To Liverpool and London \$325.00 To Paris and Bremen \$345.00 To Havre and Hamburg \$355.00 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	ONE WAY	PREPAID	ONE WAY	PREPAID
30 Tickets.	100	100	30 Tickets.	100
Kansas City, Mo., Omaha, Neb.	285.00			
St. Louis, Mo.	295.50	291.50		
St. Paul, Minn., Minneapolis, Minn.	292.50			
Chicago, Ill.	297.50	295.00		
Milwaukee, Wis.	295.50	295.00		
Cincinnati, Ohio	302.50			
Columbus, Ohio	304.50	302.50		
Detroit, Mich.	304.50	303.00		
Cleveland, Ohio	306.50	305.00		
Toronto, Canada	309.50	307.45		
Pittsburgh, Penn.	310.25	307.00		
Niagara Falls, N.Y., Buffalo, N.Y., Buffalo, N.Y., Balfour, N.Y.	311.00	308.50		
Washington, D.C., Baltimore, Md.	317.00	311.75		
Montreal, Canada	319.75	313.00		
Philadelphia, Penn.	319.75	312.50		
New York	319.75	315.00		
Boston, Mass.	321.15	317.00		
Portland, Maine	327.25	317.00		

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Consuls, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months \$337.50

12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid their fares, to European officials in service of China or Japan, and to Government officials.

DAZZO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

CONSTANT INVOICES OF GOODS FOR UNITED STATES Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

PARCEL PACKAGES should be marked to address in full; and same will be received by the Company's Office until 5 p.m. the 1st previous to sailing.

Consular Invoices to accompany cargo destined to points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency at the Company's No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, July 30, 1892. 1318

To-day's Advertisements.

THEATRE ROYAL.

LAST TWO NIGHTS OF HARRY STANLEY'S COMIC OPERA AND BURLESQUE COMPANY. Patronized by H. E. the GOVERNOR, Sir WILLIAM ROBINSON, K.H.M.C.

TO-NIGHT (SATURDAY), 30th July, OUR GRAND VARIETIES AND MINSTREL ENTERTAINMENT. ENTIRE CHORUS OF PROGRAMME. Miss Mildred Tabor, Mrs. Tilly Milner and Miss F. STEPHENSON in NEW DANCES.

In consequence of the Steamer not leaving before Tuesday, on

MONDAY, 1st August.

ONE MORE EXTRA PERFORMANCE will be given, on which occasion by Special Request, the Beautiful Emotional Drama in 5 Acts,

“A ST. LYNN E.” will be produced. Miss FANNY STANLEY in her Grand Impersonation of *Lady Isabel* and *Madame Fiz.*

Box Play at Messrs. REED & CO.'s. The First and Grand PIANO supplied by Messrs. MOUNTAIN & ROBINS & CO. T. E. EMPSON, Manager. Hongkong, July 30, 1892. 1316

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A large conflagration occurred in the district of Calamba (Philippines) on the 23rd July, when between 200 and 250 houses were burned down. No lives were lost, but the value of the property destroyed is considerable.

A YORKSHIRE paper had a very smart performance with its evening edition on the 24th ult. Mr. Balfour finished his speech at the Leeds' Odeon at ten minutes to nine. Half-an-hour afterwards, while Mr. Jackson was speaking, a copy of the paper was handed to Mr. Balfour containing a verbatim report of his speech.

The *Shanghai Mercury* says that steamers coming from the North report that the navigation of the Fuchow is almost been rendered impossible by the volume and strength of the floods this year, and several castles have already occurred in consequence, the chief one being the capsizing of the Taku Tug and Lighter Company's Gen, and the loss of three lives.

Mr. McMillan, referred to in a recent issue of the *Times* of Ceylon as going to enter the Buddhist priesthood, is taking a preliminary course of instruction under Sumangala, the chief priest of the Buddhists, prior to his entering 'the order.' His original ceremony is likely to take place in about a couple of months. He will after some few years' study in Ceylon proceed to the West to preach Buddhism under the auspices of the Theosophical Society.

BISHOP Edward Bickersteth of Japan, has addressed a pastoral letter to his clergy, in which he says that the spiritual wants of English people who reside in Japan and of the continually increasing number of travellers who spend a longer or shorter time there, now so adequately provided for as circumstances will admit. The return shows a steady increase in the whole number of Japanese church members. The staff of clergymen has slightly increased, the total being now fifty, of whom thirteen are Japanese. The English lay workers number thirty-seven, of whom thirty-two are ladies.

DURING the cruise last year of the *Aleut*, a whaler attached to the Russian Siberian fleet, the officers of that vessel landed on Behring's Island in search of the grave of the discoverer of those Straits. The bones of Behring and his companions in misfortune were found buried beneath a simple cairn of rough stones carelessly piled. The officers resolved to replace the cairn by a more worthy memorial, and on their return to Vladivostok a collection was set on foot among the officers of the Siberian squadron, with the result that a handsome and durable granite tombstone, surmounted by an iron cross, has now been completed. The memorial will be transported from Vladivostok and placed over the lonely grave on Behring's Island next month.

I WOULD mention a fact in connection with sherry, writes the British Consul at Cadiz, which may interest passengers by mail steamers. Some time ago a friend and myself visited some of the most extensive bodegas, or sherry cellars, which must be nameless, and amongst other samples of wine we were given to taste were two which appeared to be the same wine. It was with some difficulty we could decide which we thought best—which we preferred. One of the partners then told us that one was a wine and the other was a wine, a wine manufactured for one of the largest mail steamship companies in the world at the rate of 4d. per bottle, and retailed to their passengers at 4. a bottle.

The germ theory is in danger of being overworked. Nearly every disease has been credited to bacilli, and at last human habits and feelings have been analysed in the same way. Now a Philadelphia scientist has discovered, or says he is, going to discover, that the liquor and tobacco habits are caused by microbes, like consumption, cancer, and grippe. He also thinks there is a malice of love, and that the reason why a young man's face turns to thoughts of love in the spring is because the atmospheric influences of late winter and early summer are favourable to the existence of the microbe. The man who habitually wants to borrow money is, according to this scientist, also affected with a microbe. In short, it would appear that not only all diseases but all habits, emotions, feelings, &c., are taken into the account as the air we breathe. The only safe way is not to breathe.

The celebration of the festivities in connection with Count Herbert Bismarck's wedding at Vienna ended in the actual marriage on June 21; but as far as the guests were concerned, the chief entertainment was the day before at the *Potterland*. At a German wedding it is the custom, not, as with us in England, to have a reception on the day of the marriage, but to invite the bridegroom to the wedding in a chivalry party which takes place the evening before the wedding. This *Potterland*, which, being translated, means something like "wavy water," is a regular German institution, and by custom contains some curious features which are strange to English ideas, and to English people might be very embarrassing. The happy, or unfortunate, *Brautpaar* are at that evening made the centre, or even butt, of humorous salutes and pantomimes which remind one as much of certain old Hellenic festivals as of anything else. The principal feature of the *Potterland* consists of certain dramatic *tableaux vivants*, prepared beforehand by the bride's friends, in which, with the help of the family, the scenes of the married life of the bride and bridegroom are presented, from the judgmental point of view. Opportunity is also taken in the course of the recitations to make presents to the bride and bridegroom, who, along with all the spectators are provided with seats on this important occasion. Moreover, on the conclusion of the dramatic portion, the maiden friends of the bride decorate her and the bridegroom with flowers, and, having crowned them, amuse themselves at their expense as their inclination may lead them. The whole business is one which to the stodgy Englishman appears very strange and undignified; but it is full of characteristic national sentimentality, such as grows red and in pectoral in the Fatherland.

The *Potterland*, which generally begins in the afternoon, is a banquet, followed by dancing; the latter, however, is not kept up so late as we are accustomed to in England.

ROWLANDS' KALDERS.—A soothing, cooling, emollient milk for the skin. It prevents and removes freckles, tan, sunburn, redness and roughness of the skin, soothes and relieves stings of insects, eczema, prickly heat, and all irritations, produces soft skin and a lovely delicate complexion. It is warranted free from any lead or mineral ingredients, and is perfectly harmless to the most delicate skin. Bottles 2s. 6d. and 4s. 6d. Ask for ROWLANDS' KALDERS, of 20, Hatton, London.

THE TYPHOON AT HAIPHONG.

Captain Wendt, of the German steamer *Chusan*, has supplied us with some particulars of the typhoon which passed over Haiphong on the 26th July. He intended sailing that morning, but about 10 a.m. rain began to fall heavily, accompanied by a strong gale from the N.N.W., and as the barometer began to fall he deemed it prudent to remain in the river. The gales continued to fall steadily from 25.90 to 28.00, the minimum being reached about 3 p.m. At this time the gale developed into a typhoon, veering from N.N.W. to S.E. It was not till 5 p.m. that the wind slackened down sufficiently to allow the *Chusan* to weigh anchor and steam down the river. The gales then rose slowly, but a gale was blowing from the S.E. till midnight. Throughout the day rain fell so heavily that it was at times impossible to see thirty yards away from the steamer. The *Chusan* was the only trading steamer in the Harbour at the time. There were two gubboats and a transport, however, and steam was kept up on board these vessels to meet any emergency. In the whole of Captain Wendt's experience in the China Sea he has not heard of a typhoon travelling in the same direction from N.N.W. to S.E.—that of the 26th. He does not know the extent of the damage done at Haiphong, but before coming down the river he noticed the roofs of two houses being carried away. Coming up to Hongkong there was a heavy sea from S.S.E. The weather was fine.

With regard to the earthquake at Haiphong, he states that no damage was done by it. A severe tremor was felt by the inhabitants.

Captain Wendt has been at Hoihow twice since the date when a typhoon is reported to have passed over Haiphong, and he heard nothing of a typhoon there. There was only the customary squall off the land during the afternoon, followed by fine weather. The report of the typhoon at Haiphong would therefore appear to be inaccurate.

BRAGANT WATER'S MURMUR.

That Saturday last must have been a red-letter day for the College of Medicine for China, and for the irrepressible Dean of Faculty of that ilk.

That even over the two Chinese medical hedgehogs, hatched and raised during the last five years, the Dean, Senate, Court, etc. etc. have abundant reason for cackling.

That this mythical day of diploma-giving long looked forward to, was a day to be remembered when it did come—a day to slate over, to congratulate each other upon, to enthuse over, to dine over, and to talk over.

That, under the energetic leadership of the Dean, assisted by H.E. the Governor and others, all these functions were safely got through; with the result that the newspaper had a decidedly medical aroma for two days.

That, seriously speaking, this College has done a great work in a very quiet manner all these years, and there is ample reason now to give praise where praise is due.

That the matter of aid from the Government becomes a question only because of the poverty of the Public Exchequer and of the Colony.

That the neat speeches of His Excellency, under the trying circumstances, must be put to the credit of the Governor.

That Sir William Robinson has taken a large order in promising to extricate the Colony from its present position of impasse.

That it appears the Governor is an experienced hand at this particular branch of administration, and how Hongkong people have got to believe that he will succeed in carrying out his promise.

That of course a Chairman's speech is not necessary all his own, as the Secretary and the other Directors may have their hand in the pie.

That it is not customary to flout the public in the manner adopted on this occasion, or to threaten to supply one's customers with an inferior article on the ground of inadequate support.

That the old form of banter about Scobham being everywhere and doing everything was rather overdone on this occasion.

That one or two allusions to the omnipotence and omniscience of the nation or race which retains its representative astride the North Pole, invariably come with relish from the English or Irish side of the house.

That Scotchmen themselves ought to be more modest, and take a lesson from the neatly-turned, half-sarcastic periods of the *Potterland*, which, with the help of the family, the scenes of the married life of the bride and bridegroom are presented, from the judgmental point of view.

That a prominent official, whose tongue has been tied (so he says), for a long time, gave the speech of the evening, and like, ed the exercise much of it was nearly becoming the speech of the morning. That an Ordinance will have to be passed for the purpose of suppressing officials whose tongues get on the loose.

That generally speaking the prominent official referred to is very successful in his utterances outside the Council, and so he was this time—only he was successful too long, as Paddy would put it.

That during the great copper ring amongst other metals which were at an abnormally high premium, antimony showed a strong appreciative tendency, and this metal was only kept within reasonable limits by a combination of

pressure brought to bear on the home markets by the *Société des Moulins*.

That even now a few members of the large staff could in their busy moments sing the changes better—say drum and cone, cone and drum, two cones as a diamond, etc.

That I would recommend the Doctor to look at the Hough River signals for storms, and take the leaf out and work on it—'happy man, if you can.'

That it is dangerous to be safe in the typhoon season.

That our safety is about insured when there is something dangling at the yard-arms of the signalling stations: any other time, look out.

That when the ballard of the South or North one gets jammed, it should not take three days to cut the adrift and land the 'black 'un.'

That so long as we are present Director of Storms ignores the warnings from Manila, he will assuredly tend to mislead the shipping community of this port.

That the vagaries of the local Observatory become more puzzling than need be, when we are informed, 'The Typhoon' has done so and so, and the particular storm is not specified.

That the latest addition to the laws or freaks of circular storms is that the centre of a typhoon can pass over a port and town without doing any damage.

That we have this statement upon the authority of Dr. Doberek.

That our worthy Stormsman has raised a typhoon to the N.E. of Boloing without any apparent aid from Manila.

That the valorous Celestials who promptly ran away from their duty the other day (leaving a Government steam-launch to shoot along like a torpedo) may not have the opportunity of returning to duty.

That the great Dock at Hanghong is, after all the talk about white elephants, found to be still insufficient for the requirements of the greyhounds of the East.

That the Canadian Pacific are looking well ahead and intend to secure the Australian trotters, and send them on to Chicago next year via this port.

That the *City of Rome* has been casually mentioned as a probable feeder, but the docks here cannot accommodate her.

That the last two C.P.R. steamers had to go dockless to sea, owing to the *Leander* being in sick bay and out of sorts.

That unless the Naval authorities desire to assert their position and insist in docking all their craft in the Admiralty Dock, it should not be necessary to shut up a 500-foot dock with a 300-foot ship.

That shareholders will perhaps be glad to see that the Admiralty is making some use of the dock, even to the inconvenience of shutting out other work.

That Aberdeen Dock (the larger of the two) can easily be lengthened to take the largest ocean steamer, at a very small cost compared to attempting a similar operation at Kowloon.

That as the Docks on that side of the Island are not always required, the work of lengthening could be gone on with economy.

That the only thing in the way is permission to divert the road which is immediately behind the head of the large Dock.

That the arrival of the P. & O. yacht *Peninsular* (she always looks like a yacht to me, and only about half her real size) calls for a word.

That her mail was brought on in 27 days, 14 hours, as I make it, allowing for the difference in time of 7½ hours.

That she could have done it, as she or the General could have done it, within the twenty-seven days; but even an hour and a half over 27 days is good going.

That many people are asking why the good-natured Mr. Bellamy made that highly ridiculous speech at the Steamboat meeting.

That of course a Chairman's speech is not necessary all his own, as the Secretary and the other Directors may have their hand in the pie.

That it is not customary to flout the public in the manner adopted on this occasion, or to threaten to supply one's customers with an inferior article on the ground of inadequate support.

That Mr. Fenwick called attention to the chief point of interest to the shareholders, about which not a word had been said.

That ill-tempered speeches at Company meetings is quite a new departure for Hongkong.

That as I have before pointed out, gold or silver rise in fall together in sympathy, but it is not generally known that the values of these precious metals are affected by the market price of copper, and, to a certain extent, even that of iron.

That at the time of the famous copper ring, when the output of that metal was artificially restricted, and the price rose from £60 to £150 per ton, a proportionate sharp rise in both gold and silver took place, which was proved by the fact that the value of the English penny remained the same.

That as soon as the restriction on the output of copper was removed and the metal reverted to its normal value, exchange for both gold and silver came down with a run.

That during the great copper ring amongst other metals which were at an abnormally high premium, antimony showed a strong appreciative tendency, and this metal was only kept within reasonable limits by a combination of

pressure brought to bear on the home markets by the *Société des Moulins*.

That it seems impossible for any length of time to artificially bolster up the value of any metal, so that as soon as the enormous gold hoards are thrown into circulation, which will probably be in the early autumn, we may expect to see a big rise in the value of the dollar and rupie.

That should silver become so depreciated as to be utterly unreliable as a circulating medium, and there not being sufficient gold to meet the world's requirements, a substitute would have to be found.

That there are objections to the use of these alloys for coinage purposes, but I think these objections could be overcome.

That John Sherman seems determined to 'settle the silver hash' and at the same time that of his own coinage party, but I shall be greatly mistaken if I do not find in gaining the silver platform a formidable opponent in Senator Stewart.

That the Hongkong Government have evidently sacrificed the revenue derived from the issue of subsidiary coinage pour l'usage des étrangers.

That the poor, hard-up, impudent broker and general public have to pay the piper. That in some quarters this poor little Colony seems to be looked upon as a machine for grinding out official favours.

That I have been lately favoured by your morning contemporary with various opinions on Bimetallic emanating from Mr. John Moffat of Shanghai.

That to this gentleman being especially well qualified to throw his views on the subject with the views of Messrs. Fielden Foxwell & Co., no one will have the least shadow of doubt.

That he would be conferring a great boon on the community if he would give a resume of his remarks on Silver Legislation, interpersed with a few suggestions as to the Bimetallic pair, compiled in pamphlet form.

That Lord Cross and Mr. Goosen would no doubt like to hear of Mr. Moffat's Silver Legislation, and I would venture to suggest that pamphlets be forwarded to them and to the Chambers of Commerce in India.

That I am glad to observe in my daily papers that the public have 'caught on' to these metallic murmurings, and it is a good thing in arousing general interest in this most important subject, I shall not have incurred in vain.

That in view of the errors of those who have an imperfect knowledge of the question, and fail to grasp its magnitude, I shall keep on the even tenor of my way and continue to murmur until my prediction has been verified.

BROWNIE.

THE PO LEUNG KUK AT WORK.

MR. WOODHOUSE ON THE METHODS OF THE SOCIETY.

Mr. Woodhouse had additional evidence at the Magistrate to-day in connection with the charge of 'decaying a man into the Colony' brought against a man named Po Ling. The charge was brought through the agency of the Po Leung Kuk, and the evidence to-day was almost exclusively confined to the proceedings taken by the Society in the case, and the detention of the prisoner in the Tung Wa. On the latter point Mr. Woodhouse spoke at some length in disposing of the case.

The complainant, recalled, said he did not want to go on board the steamer which brought him to Hongkong. The defendant asked him to go on board to have a look at him, and as soon as he got on board the ship started. No force was used to get him on board.

Li Yik Chi, cigar dealer, one of the committee of the Po Leung Kuk, said he had been told that Po Ling had been sent to the Tung Wa Hospital on Sunday, 24th, and saw one of the clerks of the Po Leung Kuk tell him that Mok Chi had sent four vagrants. Some other members of the committee who were present said 'Send for them and let us question them.' Two of the vagrants, those who were let go, said they did not wish to stay in Hongkong. The complainant and defendant were the other two. The complainant accused the defendant of kidnapping him. They made a noise. The committee told them to be quiet, and they would be sent down to the Registrar General to be questioned, after which they would be sent before the Magistrate who would decide the case. Next day the Registrar General Mok Chi ordered to go on board ships as they arrived and to arrest people whom he suspected of kidnapping. He is not a constable.

Mok Chi was formerly a district watchman. I am not aware as to what he is now.

Inspector Stanton—I went to the Po Leung Kuk about 8 p.m. on Monday, 26th, under the orders of the Capt. Superintendent of Police. I was shown the room where the prisoner was detained. It was No. 7 cell in the Lunatic Ward. The walls were padded below.</p

AMBULANCE WORK IN PEACE AND WAR.

An interesting lecture was delivered recently at the United Service Institution by Mr. John Forley, entitled, "Ambulance Work and Material in Peace and War." Sir Thomas Crawford, M.D., late Director-General of the Army Medical Department, took the chair.—Mr. Forley prefaced his lecture by stating that he found himself in front of an immense task. The subject was a very comprehensive one, and might easily be divided into three separate parts:—ambulance work in peace, ambulance work in war, and the same in which the former could be made subservient to the latter. The problem, indeed, one in which civilians had as great an interest as soldiers, and he should show how the army medical service could be supplemented in the time of war, and how something might be gained by co-operation between military and civil organizations.

The principal object was to indicate the points where the civil and military systems touched. With regard to ambulance transport material, the stretcher was the most important element, and the essential features of its construction should be simplicity, strength and lightness. As a modest inventor he had persistently striven to attain uniformity in size, as necessary almost in peace as in war, and much insisted that if all the experts of the world would adopt a uniform measurement for stretchers as far as the length and breadth were concerned, Gratiot's suffering was caused when a wounded man had to be moved from one stretcher to another, because one was made to fit a particular ambulance carriage and the other was not. In peace uniformity was equally advantageous, if not essential. When acting as the director of the ambulance department of the Order of St. John, he endeavoured, and with some success, to obtain the work of the Invalid Transport Corps was thus much assisted, and as an interesting example, it might be mentioned that one of the stretcher invalids, for whom arrangements had been made, was the late Lord Colwell, who was brought from the Metropole to Eaton-square without a change, his Lordship remaining during the whole journey in a bed made upon one of the ordinary stretchers of the Association. This could not have been accomplished without the knowledge that the stretcher would fit into all the carriages which were used. Several stretchers were shown in the room. One was the present Army regulation stretcher, mark V, the invention of Surgeon Major Paris, and No. 2 was known as the "Forley" military stretcher. The army stretcher had an independent pillow, which he believed had never used at drill, taken out and put, and on active service it was save to become separated from the stretcher. In this case the pillow was formed by doubling the canvas at the head, and closing it with a lace, into which straw, hay, a coat, or rug, or other soft material could be put, when required. There were also two other stretchers which had been largely used by the St. John's Ambulance Association. One of those had an automatic pillow, to which attention was particularly invited, and in the other the handles were telescopic. Great advantage would be derived if the latter proposal could be adopted. The transport of sick and wounded by rail would be much facilitated, and in tents and in temporary hospitals the patients could be kept clear of stretcher handles, which were often a source of trouble to the attendants.

Another point was that of two-wheeled stretchers. The use of such vehicles in active service would not be advocated by any military man, but in base hospitals and at home stations they were of the greatest use. The "Ashford" litter was designed to meet the requirements of the St. John's Ambulance Association, and it had been adapted to the service regulation stretchers, and was in use at some of the home stations. Here again the advantage of uniformity was once more demonstrated. Suppose that a railway company had a stretcher at each of the stations and an under-carriage at each of the stations, in case of accident or illness of a passenger arriving on one of the stretchers could be wheeled without delay to a hospital. The same advantages could be secured if stretchers were distributed over a town and under-carriages placed at convenient points. The lecturer then passed on to the subject of ambulance wagons—very difficult problem. The best and strongest built wagons were possessed by the British Army, but our ambulance carriages were the least fitted for the conveyance of the sick and wounded. Was there a single vehicle in the Home District at the present time in which anyone would care to be moved, even from Woolwich to London? He never saw one of our Army wagons with the red cross painted on it passing through the streets or along the roads, but he invariably gazed at the suffering entitled to special care and entitled to use them. If a two-wheeled vehicle must be used he preferred the little French ambulance cart, which could be drawn by a single horse or a mule. A diagram of a cart to carry two men on stretchers and two seated, or six slightly wounded men seated, was displayed. The most complete railway ambulance trains were to be found in France and Austria. In this country only two railway ambulance carriages existed and they were intended, chiefly for use between Southampton and Netley; but there was good authority for believing that if ever the occasion should arise the railway companies would be equal to it, and ambulance trains could be made up at short notice. Longer trains used in express trains were the best for such use, owing to the superiority of their springs. Mr. Forley touched on barrack and portable hospitals. The Drexler barrack, he said, was more portable than any but yet invented; but during war, and in the second line, the double tent had many advantages. He referred to the "Tortoise" tent as being very useful. It could be used in great cavalry accidents or shipping disasters on the coast, and he congratulated Captain Tomkins, the inventor, on the ingenuity he had displayed. The lecturer afterwards indicated how the Army Medical Corps might in time of war be supplemented by civilian medical men, and that the same should be formed at the principal ports of the Kingdom, so that in the case of war abroad in which our Army might be employed, these corps would be ready to undertake the care of such sick and wounded men when landed as it might not be expedient or possible to remove to the military hospital inland.

WOMAN poses and man proposes.

Learn modesty from the burglar. Does it ever bother him who may get credit for his work?

PASSENGERS EXPECTED.

Per P. and O. steamer *Rome*, from London, June 24.—To Hongkong: Mr. J. M. Battie, Mr. D. K. Shinn, Capt. A. W. Robeson, Mr. John Henderson.

Per P. and O. steamer *Baldur*, from London, July 8.—To Hongkong: Capt. G. S. Moore.

Per P. and O. steamer *Parramatta*, from London, July 22.—To Shanghai: Mr. O. Jones.

Per P. and O. steamer *Cambria*, from London, Aug. 16.—To Hongkong: Lieut. E. G. Ruck Keene.

Per P. and O. steamer *Cambria*, from London, Sept. 1.—To Shanghai: Mrs. McCracken.

Per P. and O. steamer *Thames*, from London, Sept. 8.—To Yokohama: Lady Mabel Fitzgerald, Lady Nesta Fitzgerald.

Per P. and O. steamer *Victoria*, from London, Sept. 16.—To Shanghai: Mr. Ekvaro, Miss Elvare, Mr. Birrell.

Per P. and O. steamer *Thames*, from London, Sept. 23.—To Shanghai: Mr. R. T. Wright.

Per P. and O. steamer *Ocean*, from London, Sept. 30.—To Shanghai: Miss A. Lawrence.

Per *Messageries Maritimes* steamer *Yenisei*, from Marseilles, July 10.—To Yokohama: Mr. J. Gugger.

PUT YOUR SPARE TIME IN THE BANK.

Do you ever read the *Australian Times* back (United)? At 5/- well, then you know about it and right away, too.

Anxty's suffering was caused when a wounded man had to be moved from one stretcher to another, because one was made to fit a particular ambulance carriage and the other was not. In peace uniformity was equally advantageous, if not essential.

When acting as the director of the ambulance department of the Order of St. John, he endeavoured, and with some success, to obtain the work of the Invalid Transport Corps was thus much assisted, and as an interesting example, it might be mentioned that one of the stretcher invalids, for whom arrangements had been made, was the late Lord Colwell, who was brought from the Metropole to Eaton-square without a change, his Lordship remaining during the whole journey in a bed made upon one of the ordinary stretchers of the Association.

This could not have been accomplished without the knowledge that the stretcher would fit into all the carriages which were used.

Several stretchers were shown in the room. One was the present Army regulation stretcher, mark V, the invention of Surgeon Major Paris, and No. 2 was known as the "Forley" military stretcher.

The army stretcher had an independent pillow, which he believed had never used at drill, taken out and put,

and on active service it was save to become separated from the stretcher.

Open your eyes and read. The moral is plain as the trunk on an elephant. If you can't get book your waste time then don't waste it.

Now, isn't a man wasting time when he gets ill? "Oh, you say, "but he can't help it." That's worse nonsense. "I can't help it." You can help it. Finally, when you are fit in fact race to waste. You often hear it's the time side out of your possession just as you do money, and draw it out on checks as you want it. Do you see? Wouldn't that be what the Americans call "A big thing?"

"Booh! Staff! Hunch!" you say. "It is impossible! We could do that we might bank time enough to turn us into boys and girls again."

Time, to me, might, but to you, it can't be done. Yet, isn't there a moral in the idea?

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